

Before you leave town remember to order the Evening Herald mailed to your vacation address.

101 Eruptions Gives Lassen Peak quite a start; but Bryan is gaining.

95 Seems to be a favorite percentage with those Trisco doctors; win or lose.

# The Evening Herald

TRIBUNE-CITIZEN.

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THE EVENING HERALD

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## GERMANS RETALIATE FOR AIR RAID ON KARLSRUHE WITH ZEPPELIN RAID ON LONDON

### FIFTEEN DEATHS ADMITTED IN OFFICIAL REPORT

Indications of Disposition on Both Sides to Press Deadly Warfare In the Air; The Recent Record.

### FRENCH RAID CAUSED PANIC IN KARLSRUHE

Deaths Various. Reported at from 12 to 19 While Destruction of Property Was Severe.

(By Evening Herald Leased Wire) London, June 16, 4:30 p. m.—A Zeppelin airship visited the northern coast of England last evening and dropped bombs. Fifteen deaths are reported from the district in question and fifteen persons were wounded.

Some fires were started by the projectiles but by this morning they had been overcome.

This information was contained in an official announcement made in London.

Beginning with the German raid on the municipal area of London May 21, in which four persons were killed, the last sixteen days have brought out reports of a number of aerial attacks by both sides, all of which indicate a determination to force the fighting from the clouds.

An attack by one side has been followed so closely by a counter attack from the other, although in a different locality, that retaliation is strongly indicated. For instance, yesterday morning twenty-three aeroplanes delivered an attack upon the German city of Karlsruhe, killing nineteen persons and wounding twenty and inflicting material damage.

The raid on England mentioned in the foregoing dispatch follows this onslaught within twenty-four hours.

The most important aerial engagements of the last two weeks over the continent and England are as follows:

Aeroplanes of the allies attacked the headquarters of the German crown prince June 3 and two days later a German aeroplane dropped explosive bombs on the French seaport of Calais.

On June 6 a Zeppelin airship visited the east coast of England and killed five persons before it sailed away. It was on the seventh of June that Warnaord, the young Canadian aviator, destroyed a German Zeppelin in an aerial duel over Belgium. From his aeroplane he wrecked the dirigible and caused the death of her crew. On June 8 a British raider was badly damaged by a British raider and on the following day Venice was bombarded by an Austrian aeroplane. On the twelfth of June Austrian aeroplanes bombarded towns on the Italian frontier and two days later British aeroplanes attacked the German dirigible sheds at Evers.

NINETEEN KILLED IN RAID ON KARLSRUHE

Karlsruhe, Baden, via wireless to London, June 16, 8:25 a. m.—Nineteen persons were killed and fourteen seriously injured while many others were slightly wounded during the attack made upon this city early yesterday morning by a fleet of French aeroplanes. The people remained calm but are incensed because of the attack on an open town.

A French statement yesterday said the attack on Karlsruhe was made by twenty-three aeroplanes which dropped 130 projectiles, causing a large number of fires. It was stated a serious panic was observed at the rail-road station.

TWO FRENCH MACHINES LOST IN THE ATTACK

Geneva, June 16—(Circa m., via Paris, 2:50 p. m.)—Travelers who arrived here today from Karlsruhe give the number of persons killed during the aerial attack upon that city yesterday as twelve, in addition to which many persons were injured. Two French aviators also were killed and the other two occupants of the two aeroplanes brought down were made prisoners. The travelers say the bombardment caused a panic in the city. The people awakened by the bursting of bombs, rushed half-clad into the streets. Two bombs struck the palace, destroying one wing and damaging another. The arms factory, railway station, railway tracks and switches also were damaged.

RUSSIAN FORCES STILL STUBBORNLY RETIRING

London, June 16, 1:01 p. m.—The

### Today's War Summary

A Zeppelin raid over the north coast of England last night caused the heaviest loss of life among non-combatants from such attacks during the war, with the exception of yesterday's raid by French aeroplanes over Karlsruhe, Germany. Details of the attack on the English coast are held back by the British censor, as was the case in previous raids, but it is announced officially that fifteen persons were killed and as many more wounded and that several fires were started by the bombs. The attack on Karlsruhe caused the death of nineteen persons and fourteen were wounded seriously.

The invasion of the province of Trent by the Italians is proceeding steadily and according to the Italian general staff, the dominating positions are being occupied gradually. The Austrians who have dispatched 25,000 men from Trent to resist the invaders, have not yet accepted battle. On the Isarco front the Austrians have prepared elaborate defenses, including in some localities several lines of trenches of masonry or concrete.

German claims of new successes in Galicia are confirmed in part by an official statement from Petrograd. It is said the Germans brought up fresh troops and the Russians were compelled to fall back.

The British army on the western front has resumed the offensive. It was announced in London today that the British had carried another line of German trenches west of La Bassée.

Latest air raid on the British coast was the most fatal of them all. Zeppelins flew over the northeast coast of England last night dropping missiles which killed fifteen persons and wounded as many more.

Never before has an air raid on England taken such a toll in human life. This is the third air attack in a little more than two weeks.

In the eastern arena of the fighting the Russian forces still are stubbornly retreating. The latest official report from Petrograd admits the withdrawal of Russian troops across the Elbe, sacking out a life boat and jumping in. This drill lasted only a few moments.

The coal saved during the voyage by cutting off six of the twenty-five boilers amounted to 1,000 tons, according to the testimony of a passenger who said he received this information from Staff Captain Anderson.

The inquiry was resumed today with the examination of Alfred Booth, chairman of the board of the Cunard Steamship company. The attorney general, Sir Edward Carson, asked Mr. Booth why it was that the Lusitania was economizing by using only nineteen of her twenty-five boilers at the time she was torpedoed.

"So far as submarines are concerned, there is no difference between 21 and 24 knots," Mr. Booth replied.

The witness said the Cunard company was unable to communicate with the vessel by wireless, except through the admiralty and therefore had given no wireless instructions to Captain Turner. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival. He said that all he knew relative to warnings issued to intending passengers, was what he had read in English newspapers.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from doing what she did, namely, entering the war zone on schedule."

The witness replied he did not know what schedule time meant.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded that he had no knowledge of any workable device of this sort. He also said that on account of the war there were many poorly trained men in the crew.

The attorneys for the stewards inquired whether there were Germans working on the Cunard dock in New York. Mr. Booth replied that perhaps German-Americans or Americans of German descent were employed there. The attorney then asked whether it would have been possible for spy to board the Lusitania for the purpose of signaling submarines. Mr. Booth answered that he was not prepared to say this would have been impossible, but the company took all necessary steps to prevent such action.

Baron Mersey, president of the court, elicited from Mr. Booth that the Lusitania had neither coal nor firemen enough on board to make the trip across under full boiler power.

Seaman Quinn, who was in the crew's nest of the Lusitania when she was struck, expressed the opinion that the Lusitania could not have escaped even if she had been going a hundred knots an hour.

PRIEST DECORATED FOR BRAVERY IN ACTION

Washington, June 16—The cost of living is higher than ever before in the United States as far as government statistics show and is increasing each year. In 1914 the year's cost of living—the market basket of the average workingman's family was \$6.85 higher than it was in 1913 and \$8.42 higher than in 1910, calculating on relative price figures announced by the federal bureau of labor statistics, as a result of its most recent investigation of retail prices.

COST OF LIVING HIGHEST IN ALL NATION'S HISTORY

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LASSEN ERUPTS FOR 101ST TIME TODAY; SMOKE MILE HIGH

Redding, Cal., June 16—Lassen peak erupted for the one hundred and first time at 1 o'clock today, belching from its main crater a pillar of smoke reported to reach a mile skyward.

Today's eruption was the first since May 31.

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Brescia, Italy, June 16, via Rome and Paris, 4:28 p. m.—The Rev. Edmundo Gialdi, a Roman Catholic priest, who is serving as a chaplain in the Italian army, has been decorated with a silver medal for conspicuous bravery under fire.

### LUSITANIA SHORT BOTH OF COAL AND CREW FOR FULL SPEED

Chairman of Cunard Board of Directors Admits on Stand In London Inquiry Lack of Proper Equipment.

### HOLDS ESCAPE WAS IMPOSSIBLE ANYWAY

Other Witnesses Assert Big Ship Could Not Have Dodged Submarines With Speed of 100 Knots an Hour

(By Evening Herald Leased Wire) London, June 16, 4:40 p. m.—Baron Mersey, president of the court of inquiry into the sinking of the steamship Lusitania, intimated this afternoon that the investigation would soon be ended. The baron said his mind was quite satisfied as to the most important questions—the speed of the vessel at the time she was attacked, and the absence of British destroyers as an escort. He believed the court had before it all the evidence it was likely to obtain relative to the alleged shortage of officers and the use of boats at the time of the catastrophe.

Counsel connected with the case were inclined to believe tomorrow would be the last day.

One of the points elicited today was that there was only one boat drill during the voyage. On that occasion some members of the crew, in life boats, sacking out a life boat and jumping in. This drill lasted only a few moments.

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### CHICAGO'S MAYOR BRINGS GREAT CAR STRIKE TO AN END

William Hale Thompson Looks Conference In His Office and Keeps Them There Until Arbitration Agreed.

### ALL POINTS AT ISSUE WILL BE SUBMITTED

Mayor Thompson Unanimously Agreed as Third Member of Arbitration Board; Begin Sessions Next Week.

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